

SUBJECT: Federal Paid-Parking Program

The only differentiation in rates established by GSA will be that between inside and outside parking. Rates will undoubtedly be higher for inside or garage parking. Minimum rates for parking are established by GSA, and we do not have the luxury of charging a lower-than-minimum price for spaces in the West parking lot and making up the cost difference by assessing higher rates for spaces closer to the building. To do so would again put us in the position of subsidizing parking for some employees. Consequently, the only way to stagger rates would be to charge the minimum rate for the West parking lot and less desirable spaces and charge a higher-than-required rate for spaces closer to the building. In effect, the additional fees collected would represent a voluntary contribution to the U. S. Treasury arising from an Agency-inflicted charge upon those employees utilizing the closer spaces. There is little rationale for penalizing our employees in this manner for the sake of a staggered rate, and we intend therefore to assess the minimum rate for all outside parking areas. Incidentally, the Pentagon wrestled with this same problem of staggered rates on a much larger scale and concluded, as we have, that one rate (the minimum) should be charged for all outside parking areas.

It should be noted that parking permits are currently allocated to individual offices and components located within the Headquarters building based upon population figures. It is then the responsibility of those offices and components to determine the system they wish to utilize in reallocation of these permits to individuals. It is not anticipated that paid parking will alter this procedure. Consequently, if these offices and components feel that paid parking makes it desirable to change their present allocation system, they are fully entitled to do so.

e. On those days when an established carpool does not operate, where do the individuals park and are they charged for parking?

Under current procedures, personnel normally participating in a carpool or using public transportation may obtain a daily permit for a visitor's parking area on the occasional day when they must drive their own

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vehicle. This same procedure is being used to accommodate personnel who are serving on a short-term TDY basis. These permits are available through the component support office. Use of the visitor parking area will be closely monitored to ensure that this privilege is not abused.

2. The Paid-Parking Program as it currently exists within the Agency is being handled on a manual basis, with each affected facility handling the collection of fees in a manner best suited to meet the peculiarities of their particular situation. Inclusion of the Headquarters compound in this program will magnify, many times over, the administrative burden of collecting fees and will project much more vividly the inherent weaknesses in the existing manual system. The Office of Finance has submitted a work order to the Office of Data Processing to explore ways of computerizing this program. Computerization offers the only viable approach for the effective management of this program, and managerial emphasis is needed to initiate its development. To that end, we plan to meet shortly with representatives of the Office of Finance to jointly develop a plan for the management of the Paid-Parking Program.



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